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SOURCE Borba.

GROWTH OF MERCHANT MARINE REVIEWED

50-PERCENT INCREASE PLANNED -- Borba, No 187, 8 Aug 49

The Five-Year Plan calls for a Yugoslav merchant marine of 600,000 gross register tons by the end of 1951, an increase of 50 percent over the prewar tonnage, as well as repair work on the harbors and an increase of 20 percent in the total length of the wharves. Other problems of the Five-Year Plan are the modernization of the merchant marine, the modernization and mechanization of harbors, and building workshops for the construction and repair of vessels.

At the end of 1945, there were only 30 steamships, with a tonnage of 64,000 gross register tons, or 16 percent of the prewar total, in Yugoslav waters. The remainder of the seagoing fleet was being used by the British Ministry of War Transport. Yugoslav shipyards were almost totally destroyed. In the most important harbors, Rijeka-Susak, Split, Sibenik, Ploce, Dubrovnik, Bakar, and Zadar, only 21 percent of the wharves were in usable condition. Rijeka, the largest port in Yugoslavia, was almost entirely destroyed.

At the end of 1946, after the return of the Yugoslav ships by the British, the Yugoslav merchant fleet had a gross register tonnage of 136,000 tons, or one third its prewar tonnage. Urgent repairs had been made on harbors and wharves, shipyards were back in service, and navigational lighting had been repaired. The steamship enterprises had been nationalized and the state enterprises Jugoslovenska Liniska Plovdba (Yugoslav Line Navigation), Jugoslovenska Plovdba (Yugoslav Navigation), Jadranska Liniska Plovdba (Adriatic Line Navigation), and Jadranska Slobodna Plovdba (Adriatic Free Navigation) formed. All these enterprises are under the control of the General Administration of the Merchant Marine in Rijeka.

In 1948, coastal freight transportation had increased by 15.5 percent over 1947 and export had increased by 38 percent. Although passenger traffic along the coast and among the islands is triple prewar, the merchant marine now meets the demand. Regular cargo lines are maintained to the Near East, England, Holland, Belgium, the United States, Canada, and South America.

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Since the liberation, the Yugoslav ocean-going vessels Sutjeska, Beograd, Prunji, Durmitor, Split, Plitvice, Kordun, Prekor, Zuzemberk, Hrvatska, and others have been overhauled. Special attention has been paid to rebuilding the quarters for the crews.

The new ships built in Yugoslav shipyards include the tug Udarnik, built wholly, even to its mechanical equipment, in the "Treci Maj" Shipyard of Yugoslav materials by Yugoslav technicians; the motor ship Zagreb, launched recently; two other ships of the same type, the Skoplje and the Sarajevo, in which the engines are now being installed; and a fourth ship of the same series, now near completion. These four ships have a capacity of 4,100 tons each and were also built in the "Treci Maj" Shipyard.

The Yugoslav merchant marine has also purchased large ships from abroad, the large ocean-going Radnik; the luxury passenger liner Partizanka; the ships Losinj, Bosna, Vis, Sabac, Hrvatska, and Topusko; and the Jajce, the first tanker in the Yugoslav merchant marine.

Ships for the Yugoslav merchant marine now on order in foreign shipyards include four 9,000-ton ships and three 4,000-ton ships being built to Yugoslav specifications in Holland, and two 4,000-ton ships in Norway. All the new ships built in Yugoslavia or abroad will be modern motor ships capable of great speed and with modern equipment. The first of the ships being built in Holland, the 9,000-ton motor ship Srbija, will be launched this summer, and the motor ship Makedonija will be completed next year.

The "Brodospas" (Ship Salvage) enterprise, though very modestly equipped, has raised the sunken ships Srbin, Balcik, Karlo VI, Ramb III, Brunduzium, Loki, Potestas, Marko, and Merkurio, salvaged the Hrvatska from a mine field, and raised a three-engine aircraft from a depth of 64 meters. The Brunduzium was loaded with munitions, the Loki had sunk in mud and was turned on its side, and most of the ships were in very deep water.

The Yugoslav merchant marine is still unable to meet all the demand for cargo transport. However, the cargo ship Bogna can carry 1,250 carloads of merchandise, the Radnik can carry 500 passengers and 730 carloads of cargo, the tanker Jajce can carry 470 carloads of petroleum, and the Partizanka, with all the conveniences of a modern hotel, can carry 700 passengers.

By the end of 1946, 4,390 meters of wharf had been repaired and the most important harbors were capable of loading and unloading. Since 1947, over 4 kilometers of wharf and many cranes have been repaired and a number of other cranes purchased. This year harbor mechanization has been increased by 50 percent over 1946.

Although Rijeka Harbor has not yet been entirely rebuilt, it regularly handles much more traffic than before the war.

A new harbor, Ploce, is being built near the mouth of the Neretva. It will furnish the best connection between Bosnia and Hercegovina and the sea. Though the port is still under construction, it already handles very heavy traffic. When the standard-gauge Sarajevo - Ploce railroad line and the harbor are completed, Ploce will be a modern port city.

The Bihać - Knin railroad line, which will shorten the route between Eastern Yugoslavia and the sea, will also be of great importance for the development of Yugoslav merchant shipping.

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SHIPYARD PRODUCES HEAVY MACHINERY -- Borba, No 174, 24 Jul 49

The "Treci Maj" Shipyard in Rijeka has begun the serial construction of large motor cargo ships, the first of which, the motor ship Zagreb, is already in service. A twin of the Zagreb, the motor cargo ship Skoplje, will soon be launched, as will three other large motor ships on which exterior work is near completion.

Steam engines for tugs, which used to be imported from western countries at a great expenditure in foreign credit, can now be made in Yugoslavia. Work was begun in 1947 on their production at "Treci Maj." Early in 1949 the first steam engine, capable of 600 horsepower, was installed in the first Yugoslav tug, the Udarnik, where it has given excellent service. Two other steam engines for tugs have been made since at this shipyard.

Windlasses for electric cranes, never before made in Yugoslavia, have now been made serially for 5-, 10-, and 15-ton cranes for large ocean-going merchant ships. The first one was installed successfully in the new motor ship Zagreb.

The first blast furnace ever built in Yugoslavia was begun in January 1949 at this shipyard. The furnace, complete with all equipment, will be installed this year in the ironworks for which it is being built. The shipyard is also making large electrical cranes for industrial enterprises.

During the first half of the Five-Year Plan, the shipyard produced manual anchor winches, steam windlasses for 5-ton cranes for large ships, motor-driven and electric windlasses, and smaller steam winches for coastal ships. Manual steering equipment for smaller ships is another new product, in serial production since 1948. The first hydraulic manual rudder was produced in May 1949, and a motor-driven hydraulic rudder for large merchant ships is now being made.

In 1948 the serial production of hand compressors for use on smaller boats was begun, and the same year motor-driven freight cranes for motor-sail ships was begun. Complicated windlasses for deep-sea fishing have been made and installed on fishing vessels, and by the end of 1949 the first series of 5-ton windlasses will be produced. The first series of steam windlasses for battleships will be finished within a few days. The shipyard can now make large parts for ships' electrical equipment, locks, etc.

By 1946 or early 1947, the shipyard was producing small Diesel engines. Now much more powerful ones are being made there.

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